

assure that you remain better trained, better equipped, and better prepared than any other military in the world, and I am determined that it will always be that way. [Applause] Thank you. I know that one piece of this defense bill will be especially welcome news for all of you, the \$3.6 billion we will spend on a new aircraft carrier, CVN-76. That carrier will be built right here in Norfolk by thousands of hard-working Virginians. Like the *Eisenhower*, it will give us the capability to project our power around the world, to support peacekeeping and humanitarian relief missions, and, if necessary, to fight and to win regional conflicts.

In 2 weeks, just 2 weeks, you set sail for the Adriatic, to carry on your work of protecting our country's national interests around the world. I know you will demonstrate the same skill and professionalism on this journey that you have shown in Haiti.

In a few moments, I'll have the distinct honor of presenting Navy commendation medals for meritorious service in Haiti to several of you. But I want every one of you to know that in my book, each and every one of you is a medal winner, an example of what is the very best

in our country. You serve with distinction, you serve in a selfless way, you serve in a way that will help us to build a peaceful and freer and stronger world for yourselves and your children as we move into the next century, and we are all in your debt.

Men and women of the *Ike*, you have proved your capabilities time and again. In Haiti, you brought a new day to a people who thought they would never get it. You answered the call; you did the job; your country is proud of you.

Thank you. God bless you, and God bless America.

NOTE: The President spoke at 11:51 a.m. In his remarks, he referred to Adm. Paul D. Miller, commander in chief, U.S. Atlantic Command; Adm. William A. Owens, USN, Vice Chairman, Joint Chiefs of Staff; Adm. William J. Flanagan, Jr., commander in chief, Atlantic Fleet; Adm. Daniel J. Murphy, Jr., commander, Cruiser Destroyer Group 8; Capt. Mark Gemmill, commanding officer, U.S.S. *Dwight D. Eisenhower*; and Comdr. Alan Myers, commanding officer, Fighter Squadron VF-32, Oceana Naval Air Station, Virginia Beach, VA.

Message to the Congress on North American Free Trade Agreement Transportation Provisions Concerning Mexican Motor Carriers October 6, 1994

To the Congress of the United States:

In November 1993, in preparation for the implementation of the North American Free Trade Agreement (NAFTA) on January 1, 1994, I informed the Congress of my intent to modify the moratorium on the issuance of certificates of operating authority to Mexican-owned or -controlled motor carriers that was imposed by the Bus Regulatory Reform Act of 1982 (49 U.S.C. 10922(l)(2)(A)). The modification applied to Mexican charter and tour bus operations. At that time, I also informed the Congress that I would be notifying it of additional modifications to the moratorium with respect to Mexican operations as we continued to implement NAFTA's transportation provisions. In this regard, it is now my intention to further modify the moratorium to allow Mexican small package delivery services to operate in the United States provided that

Mexico implements its NAFTA obligation to provide national treatment to U.S. small package delivery companies.

Prior to its implementation of the NAFTA, Mexico limited foreign-owned small package delivery services, such as that offered by United Parcel Service and Federal Express, to trucks approximately the size of a minivan. This made intercity service impractical and effectively limited small-package delivery companies to intracity service only. Mexico has no similar restriction on the size of trucks used by Mexican small package delivery services. Because Mexico did not take a reservation in this area, the NAFTA obligates Mexico to extend national treatment to U.S. small package and messenger service companies. Mexico must allow U.S. small package delivery services to use the same size trucks

that Mexican small package delivery companies are permitted to use.

Mexico, earlier this year, enacted legislation that addresses the small package delivery issue. Amendments to the *Law on Roads, Bridges, and Federal Motor Carriers* authorize parcel delivery and messenger services to operate without restriction so long as they obtain a permit from the Secretariat of Communications and Transportation and direct that such permits be granted in a timely fashion. The law includes no restrictions on the size and weight of parcels nor on the dimensions of the vehicles that small package delivery services will be permitted to use.

At the North American Transportation Summit hosted by the United States on April 29, 1994, Mexico's Secretary of Communications and Transportation Emilio Gamboa reaffirmed his government's commitment to permit unrestricted operations by foreign-owned providers of small package delivery services in Mexico. In return, even though the United States does not have a similar obligation under the NAFTA, Secretary of Transportation Federico Pena stated the United States Government's intention to grant Mexican small package delivery service companies reciprocal operating rights in the United States by modifying the moratorium imposed by the Bus Regulatory Reform Act. Mexico and the United States agreed to establish a joint working group to specify the details of this arrangement by September 1, 1994.

The U.S. small package delivery service industry is supportive of United States Government efforts to eliminate Mexico's restrictions on small package delivery operations. Provided Mexico implements its NAFTA obligation to extend national treatment to U.S. small package delivery companies, the U.S. industry would not object to a modification of the moratorium that would provide Mexican small package delivery companies reciprocal treatment in the United States.

Provided that Mexico meets its NAFTA-imposed national treatment obligation to allow U.S.-owned small package delivery services unrestricted operations, I intend, pursuant to section 6 of the Bus Regulatory Reform Act, to modify the moratorium imposed by that section to permit Mexican small package delivery services to operate in the United States in exactly the same manner and to exactly the same extent that U.S. small package delivery services will be permitted to operate in Mexico. The Bus Regulatory Reform Act requires 60 days' advance notice to the Congress of my intention to modify or remove the moratorium. With this message, I am providing the advance notice so required.

WILLIAM J. CLINTON

The White House,
October 6, 1994.

NOTE: This message was released by the Office of the Press Secretary on October 7.

Message to the Congress Transmitting the Railroad Retirement Board Report

October 6, 1994

To the Congress of the United States:

I hereby submit to the Congress the Annual Report of the Railroad Retirement Board for Fiscal Year 1993, pursuant to the provisions of section 7(b)(6) of the Railroad Retirement Act and section 12(1) of the Railroad Unemployment Insurance Act.

WILLIAM J. CLINTON

The White House,
October 6, 1994.

NOTE: This message was released by the Office of the Press Secretary on October 7.